WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION — U. S. DEPARTMENT OF AGRICULTURE

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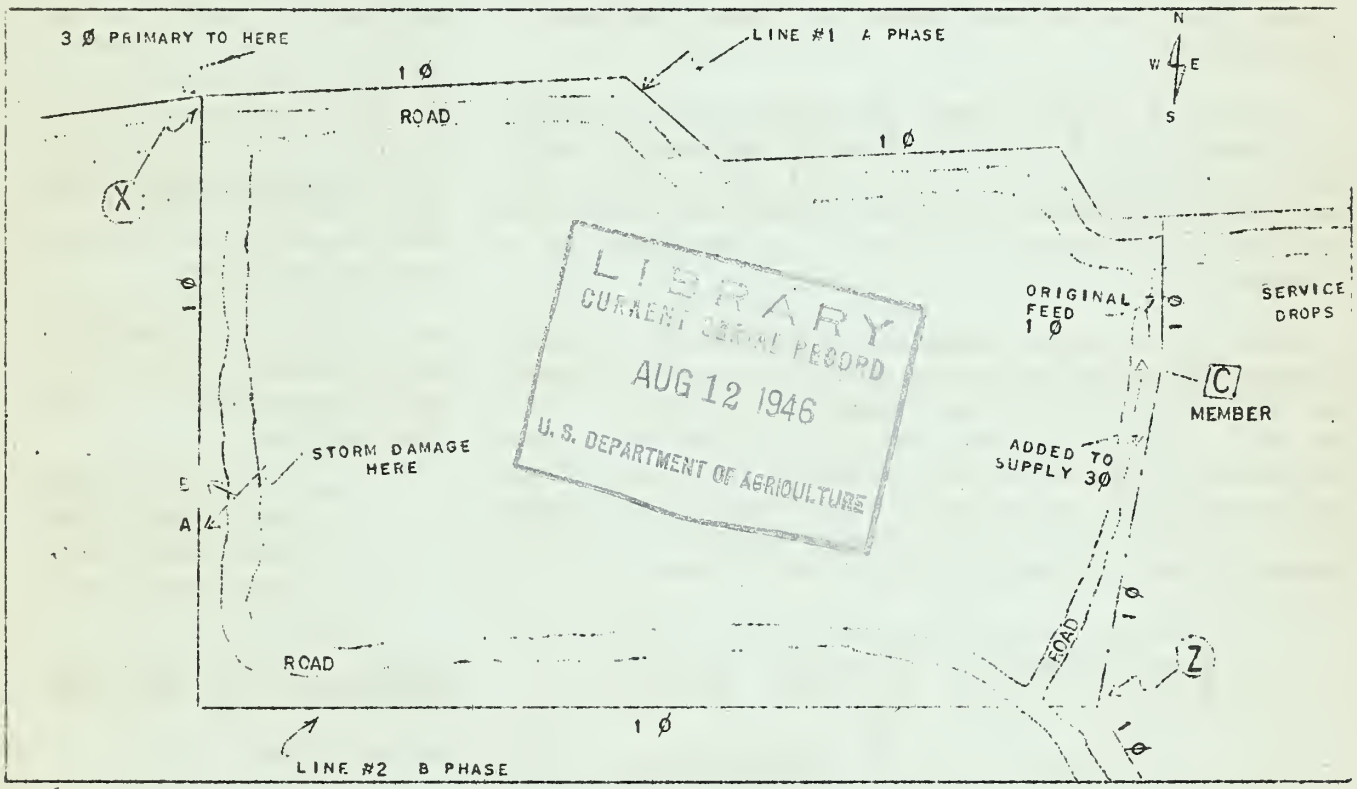
IT COULD HAPPEN TO YOU!



(PLEASE NOTE: Ordinarily this spot is devoted to the analysis of serious accidents which have actually occurred. From time to time, however, we will present and discuss situations which might result in serious accident. Following is a discussion of an accident that might happen to you, or to any other co-op line employee.)

THE POSSIBLE SITUATION:

Co-op Member "C" was originally served with lighting service from line #1. After experiencing the convenience and labor saving afforded by electric service, he applied for 3 phase power. The cost of extending 3 phase service from point (X) was found to be prohibitive. Since line #2 came very close on the south, it was decided to build a line across and tap on at (Z). By using open delta hookup at member's (C) transformer, 3 phase power was supplied by a combination current source of line #1 and line #2.

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Vol. V, No. 5 June, 1945

Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

SOMETHING TO THINK ABOUT

FATALITIES
FIRST 5 MONTHS 1944..5
FIRST 5 MONTHS 1945..7

Seven of our fellow workmen have died this year as the result of accidents. Thirty-four have been disabled, some for a short period. Others will be cripples the remainder of their lives. Something to think about, isn't it?

The loss of seven lives can't compare with World War II casualty figures. Those boys out there offered their lives in the protection of their homes.

But seven of our fellow workmen have offered their lives needlessly in rendering electric service. They died only because they were human beings subject to all the frailties that beset mortals. We may profit by their sacrifice in realizing that we, too, are human and make mistakes. Sometimes even the best of us are careless and unthinking.

Safety and Job Training procedures are built around the theory of creating safe work habits to carry us through those "off" moments. Get in the habit of wearing your gloves from the ground up. Get in the habit of assuming the proper work position so you can't reach or fall across an energized conductor or fixture. When using grounds, get in the habit of working with them both ways in sight. Remember this: The safe way to do a job is always the quick way. To cut the corners in safety is always the long way around. Something to think about, isn't it?

REMEMBER YOUR ABC's
ALWAYS BE CAREFUL

YOU'LL NEED MORE SALT

The human body needs a certain amount of salt to keep us well and happy, to help us think clearly on the job. When we sweat freely, we lose body salt faster than our food can supply it. Whenever the body salt supply gets below normal (even though not sufficiently low to cause heat exhaustion), we need extra salt to keep us up to par. Salt tablets will do the trick.

Additional antidotes for summertime accidents: Keep physically fit. Get plenty of good food, rest and sleep. Remember that vigilance is always necessary.

THE LINEMAN'S MAILBOX

ANOTHER SPLENDID RECORD

To The Editor:

In looking over your May issue of "The Lineman," I took notice of the safety record of Mr. Gilbert Hurley.

I feel that the safety record of this cooperative is also worthy of mention.

We have our own generating plant with three operators as well as an outside crew on maintenance and construction. To date our record stands at 1662 days without a lost time accident. Figuring six men, three of them in the plant at 53 hours a week, and the remaining three at 48 hours per week, we can claim a record of 25,967 man hours worked without lost time from accident. We plan on adding a good many more days to this record.

Safety items printed in "The Lineman" are very well worth reading. We think "Wisdom is Common Sense" is a very good heading.

—A. A. Goodwin, Manager
Carlton County Coop.
Power Association,
Kettle River, Minn.

MINNESOTA SAFETY MEETINGS

To The Editor:

We are glad to report that a group of cooperatives in this area have started regular monthly safety meetings.

The accident reports that are published in the LINEMAN are being used for discussion each month.

--Vernon Anderson, Secy.
Safety Meeting Committee
(Lineman on Minn. 85)

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THE LINEMAN'S MAILBOX

(Continued)

FINDS ACCIDENT LIST HELPFUL

To The Editor:

The May list of accidents and injuries brings out the hazards connected with certain types of work and points out the direction in which a supervisor's efforts should be concentrated.

For example, six of the injuries listed involved the handling of poles, either unloading from a car or loading and unloading from a trailer. I realized that this was a hazardous task, but did not realize the number of injuries sustained.

In regard to the public liability accidents, two things appear to stand out. One is the importance of educating the public to avoid fallen wires and the second is to restrain bystanders from getting too close to certain operations.

--Lawrence C. Meyer
Michigan REA Safety and Job Training Supervisor

WELCOME

"THE LINEMAN" welcomes any comment from its readers on this paper. Tell us how you use "THE LINEMAN" in promoting better safety methods.

TEN REASONS FOR BEING CAREFUL

Here's a list of ten accidents that occurred on REA-financed co-ops during May. Notice that six of them (60%) involve injuries suffered while loading or unloading poles. The lesson to be learned is simple: Know exactly what you want to do before you start. Make certain you have enough help and equipment to do the job properly. Remember to expect the unexpected.

1. Man standing on ground near carload of poles. Skid fell; pole broke his leg.
2. Man unloading poles from trailer. Pole swung around, wedged his ankle against trailer tongue. Inside ball ankle bone chipped off.
3. "A" frame fell; broke man's leg.
4. Man strained back lifting a transformer.
5. Man unloading poles. Pole rolled on foot; broke several bones.
6. Man double-decking poles; one rolled off; strained ligaments in foot.
7. Man helping to lift pole; wrenched back.
8. Man unloading poles onto pole rack; one rolled, injuring left knee.
9. Man cutting tree; trunk fell in different direction than anticipated; bruised foot.
10. Driver lost control of truck on icy street. Foreman caught under cab. Broken jaw, cuts on face.

WHAT IS SAFETY?

A president of a large aircraft firm recently said:

"The important thing about any accident is not its severity, but that a condition existed which permitted it to happen.

"There is no excuse for an accident, only a reason. With few exceptions, the question of why an accident occurred is readily answerable after it happens. Hindsight explains the accident that foresight could have prevented.

"Safety is a matter of good housekeeping. The direct responsibility for maintaining safe working conditions is up to the foreman. We can establish the general safety policy and procedure, but it is the foreman who must enforce the safety regulations.

"The foreman is the key in making any safety campaign effective.

"A mishap, a close shave, is a sign that something is wrong with the man or the method.

"Safe work is efficient work; consequently, safety is sound business."

--Submitted by Chester A. High, Supervisor
Ohio Safety & Job Training

DESCRIBE THE ACCIDENT

WHY WE NEED DETAILED INFORMATION:

"The REA Lineman" brings to you each month the account of some serious accident. Many of our co-ops use these for discussion at their safety meetings. Names and places are omitted from "The Lineman," because they serve no useful purpose. We do need a detailed account of the facts, however, to give a true picture of what happened. We can all profit by taking these lessons to heart.

PERSONAL DATA ON INJURED:

Name, age, date of accident
Occupation - Years of experience
Estimated lost time

DETAILS OF THE ACCIDENT:

What was the nature and extent of the injury?

Describe how accident happened, giving details and circumstances as fully as possible. A rough sketch will be helpful.

MAKE REPORT OF ALL ACCIDENTS:

In order that we may be of maximum help, we need a report on ALL accidents. A copy of the notice to the insurance carrier will be helpful in lost-time accidents.

IT COULD HAPPEN TO YOU

(Continued from page 1)

WHAT MIGHT HAVE HAPPENED:

After a storm, members on line #2 advised the current was off. Member "C" on line #1 advised that there was something the matter with his lights and his motors were hot.

Otto and Will B. Dead, two of our new employees, were sent out on line #2 to restore service and were instructed to stop at member "C" on the way back. They found the line burned in two at the pole point (B) with the end (A) on the ground. Otto and Will went to point (X) and removed the jumpers, killing the line #2. Upon returning to the break, Will B. Dead picked up the line from the ground point (A) and was Dead. Otto B. Dead was alive only because Will beat him to it.

CAN YOU ANSWER THESE QUESTIONS:

1. Why did a dead line kill Will?

2. Under what circumstances could a supposedly dead line be hot?

3. How could this accident have been prevented?
   What safety rules were violated?

4. Could this accident happen to anyone regardless of experience?

5. Do you think Otto and Will had the right attitude toward safety?

6. Will inadequate training contribute to this type of accident?

HERE IS OUR ANALYSIS:

1. Line #2 at (A) was not dead because line #1 was still in operation. Transformer located at member's residence (C) allowed current to feed back into line #2.

2. A supposedly dead line could be hot for the above reason, or if other energized conductors were in contact with it, capacitors were in operation on the line and not shorted out, a voltage regulator was operating on a 3 phase line and all phase wires were not disconnected from source of supply. A member might cause the line to be energized if he operates a motor generator set with electric power but uses a gas motor to drive the set in case of power interruption. If the generator is thus driven without disconnecting from the member's wiring, a feed back will occur. See if you can think of any other methods that might cause a dead line to be hot.

3. Installation of protective grounds within sight both ways from break before any work is done.

4. Experience is of no value if safe work procedure is not followed.

5. No.

6. Inadequate training denies the individual the opportunity of profiting by the experience of others. Safe work procedures have been developed by discarding work practices which experience has proved dangerous.